



**DIESEL  
FULL POWER & QUICK  
REVERSALS  
GRADE SHEET  
(Ver.01)**

## FULL POWER POINT DEDUCTIONS DIESEL

ABILITY TO DEMONSTRATE FULL POWER	MAX SCORE (.50)
Equipment Pre-reqs not met IAW OPNAVINST 9094.	1.0
Full power terminated due to equipment casualties/safety concerns.	.50
Instruments/Gauges not calibrated or out of commission.	.05
Deduction of .01 will be made for every percentage point below the required 100% Full Power (srpm/shp) achieved.	-.01 per percentage point below min. SHP/RPM
Any system not operated IAW EOP/design specification.	.25
COMPLIANCE WITH ENGINEERING PROCEDURES AND APPLICABLE SAFETY PRECAUTIONS	MAX SCORE (.50)

MAIN ENGINES	MAX DEDUCTION (.20)
High jacket water temp alarm (190 degrees)	-.20
Blow in Door opened during demonstration	-.10
Intake filter high delta P alarm	-.10
Fuel oil leakoff excessive in SFL.	-.10
Cylinder deviation temp alarm (150 delta T)	-.10
Low rocker lube oil alarm	-.10
Minor lube oil leaks.	-.05
Minor fuel oil leaks.	-.05

REDUCTION GEARS	MAX DEDUCTION (.25)
Vent Fog Precipitator emitting oil vapor.	-.10
Casing exterior lube oil leaks.	-.05
Flooded sight flow indicator.	-.05
SHAFTING	
LSB sump level low.	-.20
Cooling Water Low Flow/Alarm.	-.20
Excessive LSB lube oil leak per NSTM 244.	-.20
Cooling Water Strainer/Filter high delta P.	-.10
Excessive stern tube seal leakage.	-.10
LSB minor lube oil leak.	-.05

Cooling Water Piping leaks.	-.05
CRP SYSTEMS	
Low Sump Level/alarm.	-.25
Required full ahead pitch not achieved.	-.25
Loss of CRP/CPP control	-.25
Electric pump high filter delta P.	-.10
Attached pump high filter delta P.	-.10
Excessive lube oil leaks on Attached/Electric CRP Pump	-.05

MAIN LUBE OIL SYSTEMS	MAX DEDUCTION (.15)
MRG Lube Oil Sequencing did not operate per design.	-.15
Excessive lube oil leakage per NSTM 231.	-.15
Lube Oil Strainer/filter high delta P.	-.10
Lube oil Temp Regulating Valve operated manually.	-.10
Unloading Valve not operating per design.	-.10
Minor system lube oil leaks.	-.05

FUEL OIL SYSTEMS	MAX DEDUCTION (.20)
Fuel oil system not operated per EOSS/design specification.	-.20
Fuel oil leaks on service pumps in excess of NSTM 503.	-.20
High delta P across Filters/Strainers.	-.10
Fuel oil temp operated out of parameter.	-.10
Minor fuel oil leaks on service pumps	-.05

CONTROLS	MAX DEDUCTION (.20)
Torque split between diesel's of the same shaft exceeded <u>    </u> RPM.	-.20
Faulty torque computer/or sensors.	-.20
Control system not properly aligned.	-.10
Inop/Out of calibration Torsionometer.	-.10

**NOTES:**

## QUICK REVERSALS POINT DEDUCTIONS DIESEL

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Equipment Pre-reqs not met IAW OPNAVINST 9094.	1.0
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Instruments/Gauges not calibrated or out of commission.	.05
Deduction of .01 will be made for every percentage point below the required 100% Full Power (srpm/shp) achieved.	-.01 per percentage point below min. SHP/RPM
Any system not operated IAW EOP/design specification.	.25
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MAIN ENGINES	MAX DEDUCTION (.20)
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Intake filter high delta P alarm	-.10
Fuel oil leakoff excessive in SFL.	-.10
Cylinder deviation temp alarm (150 delta T)	-.10
Low rocker lube oil alarm	-.10
Minor lube oil leaks.	-.05
Minor fuel oil leaks.	-.05

REDUCTION GEARS	MAX DEDUCTION (.25)
Inop RTS's.	-.10
Vent Fog Precipitator emitting oil vapor.	-.10
Casing exterior lube oil leaks.	-.05
Flooded sight flow indicator.	-.05
SHAFTING	
LSB sump level low.	-.20
Cooling Water Low Flow/Alarm.	-.20
Excessive LSB lube oil leak per NSTM 244.	-.20
Cooling Water Strainer/Filter high delta P.	-.10
Excessive stern tube seal leakage.	-.10

LSB minor lube oil leak.	-.05
Cooling Water Piping leaks.	-.05
CRP SYSTEMS	
Low Sump Level/alarm.	-.25
Required full ahead pitch not achieved.	-.25
Loss of CRP/CPP control	-.25
Electric pump high filter delta P.	-.10
Attached pump high filter delta P.	-.10
Excessive lube oil leaks on Attached/Electric CRP Pump	-.05

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### NOTES: